Vayudoot operating with Oid and Oiit-dated Afrcraft

631. SHRI MURLIDHAR CHANDRA KANT BHANDARE:

SHRI MAHENDRA PRASAD:

DR. RATNAKAR' PANDEY :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 1 given in the Rajya Sabha on 25th February, 1992 and state :

(a) whether it is a fact that the Vayu-doot are operating its flight with old and outdated aircraft;

(b)' if so, what are the' type of aircraft and' the routes on which the operation is considered uneconomical ; and

(c) the number and details of aircraft' with the Vayudoot which are grounded for want of spares and the value of assets locked-up therein ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) No, Sir,

(b) Uneconomical aircraft are those which consume comparatively more fuel and whose cost of maintenance is more. Uneconomical rbtites are those Where cost of operation exceeds the 'revenue earned.'

(c) Two Dornier 228 aircraft are grounded at present for want of spares. The unit cpst of these aircraft at the time of their purchase -was Rs-. 3 crores approximately.

Recovery of Outstanding, Dues by Air India

632. SHRI MURLIDHAR CHANDRA-KANT BHANDARE:

SHRI MAHENDRA PRASAD :

DR. RATNAKAR PANDEY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 739 given in the Rajya Sabha on 3rd March, 1992 and state :

(a) whether any concerted drive to recover the outstanding dues was launched by Air India this year ;

(b) if so, what are the details thereof and what results have been- achieved-thereby ; and'

(c) what is the estimated' profrt/loss of Air India for 1991-92 ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir, Realisation of dues is a continuous process. A close Watch is kept on the outstandings from travel agents and GSAs for realisation of the amounrs on due dates. Recovery of dues from Airlines is realied through the IATA clearing house. Amounts' out-' standing from Government Departments, Public Sector Undertakings and Commercial houses are monitored regulrirly to ensure tinttly recovery.

(c) The net profit of Air India for 1991-92 is likely to be Rs. 129.00 crores.

Faulty Airport Equrpenent Nags Aviation Experts

633. SHRI MURLIDHAR CHANDRA-KANT BHANDARE :

SHRI MAHENDRA PRASAD :

DR. RATNAKAR PANDEY :

Wilt the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whethwr Government's attention has been drawn to the report in the PIONEER Dated March 23, 1992 caption—"Faulty Airport equipment nags Aviation Experts?';

(b) if so, the details of the accicents including landing and take off accidetttsr attributable to faulty airport equipments during the last 3 years ;

(d) what petcentage of the total number of air accidents did they eonwtittiW; and

(d) the steps taken or being taken to repair or to replace the faulty equipments?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) to (d) There have been no accidents to civil aircraft during the last three years owing to faulty airport equipment. Whenever communication/navigation equipment become unserviceable, they are promptly attended to.

Deregulation of Air Fares

634. SHRI KRISHNA KUMAR BIRLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether all international airlines operating in India have opposed the pro posal of the Union Government to deregu late international air fares from out of India ;

(b) whether Government have sounded the airlines of freedom to individual airlines to charge whatever it wished ;

(c) whether Government propose to examine further the question of deregulation of fares ; and

(d) if so, by when ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) to (d) The Board of Airline Representatives (India), at their meeting held on 20 March, 1992, discussed among other issues, deregulation of fares but was not in favour of it. Government thereafter have not received any specific proposal in the matter.

Airbus-320 Aircraft Sent to Europe for Repair

635. SHRI SATYA PRAKASH .MALAVIYA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Air India has sent two Air Bus A-300-B4 aircraft to Europe for repair and if so, what are the details thereof; and

(b) whether it is also a fact that air-eafts were declared defective and had to remain in the Indian Airlines Workshop ; if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM {SHRI MADHAVRAO SCINDIA) : (a) and (b) Indian Airlines used to carry out prescribed checks on Air India's A-300-B4 aircrafts. Indian Airlines have expressed their inability to do so because of their capacity constraints. Air India sent two A-300-B4 aircrafts for periodic checks to France and one to Germany during 1991-92.

Air Services from Suarashtra and Kutch

636. SHRI VIREN J. SHAH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that if one flies to Delhi from any of the seven Airports of Saurashtra and Kutch one has to first fly to the opposite direction ;

(b) the year up to which Rajkot, which is the most important of these seven Airports have thrice a week connection with Delhi via Udaipur and Ahmedabad ; and

(c) whether discontinuing of this service w as essential because of shortage of planes ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) There being no direct flight to Delhi passengers on Indian Airlines flights often come via Bombay.

(b) The services between Delhi and Rajkot were withdrawn from November, 1989.

(c) Yes, Sir.

वायुदूत द्वारा डोरनियर विमानों को जमीन पर खड़ा रखा जाना

637. श्री विश्वासराव रामराव पाटिल : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक तकनीकी परीक्षण रिपोर्ट के अनुसार वायुदूत द्वारा इस्तेमाल